

# STRENGTH OF C. & O. MARKET FEATURE

Plan for Development of New and  
Important Trunk Line Sends  
Railroad Stock Up.

## TRADERS IN WAITING ATTITUDE

Reports of Restoration of Wages  
by Steel Companies Have  
Good Effect.

**NEW YORK, May 18.**—The stock market to-day was almost bare of feature or incident, and its action was inconclusive as an indication of financial opinion of speculative sentiment. The waiting attitude was persistent, and doubt of the steps to take in the pursuit of the speculation was unresolved. The conviction was very general that large speculative commitments had been closed out of the market by sales to take profit. Prices drifted feebly and changed their current frequently. Some of the obscure stocks which have been supported by pools lately were allowed to run off weakly. Some other specialties showed signs of being sustained. The strength of Chesapeake and Ohio was one of the few features of the market. This was accounted for by the talk of the intention to extend its connections and join it with other smaller roads already under common ownership to organize a new and important trunk-line railroad system. The failure of a stock exchange house, which became known over night, appeared to be ignored, probably owing to the small accounts outstanding at the Stock Exchange. The closing up of these accounts was followed by the late rise, however.

Further engagements of gold for import to South America gave color to the estimates of large additions to the movement. Reports of restoration of wages, which have been recently cut by some of the independent steel companies, made a good impression and strengthened the belief in the progress of improvement in that trade. The closing was strong.

Bonds were irregular; total sales par value, \$5,353,000. United States bonds were unchanged on call. The total sales of stocks to day amounted to 507,000 shares.

**NEW YORK, May 18.**—Money on call easy, 1 1/4@2 per cent.; ruling rate, 1 3/4; closing bid, 1 7/8; offered at 1 7/8. Time loans easier; sixty days, 2 1/4@2 1/2 per cent.; ninety days, 2 1/2@3 1/4 per cent.; six months, 3@3 1/4 per cent. Close: Prime mercantile paper, 3 1/2 to 4 per cent.; sterling exchange steady, with actual business in bankers' bills at \$4,8645@\$4,8650 for sixty-day bills, and at \$4,8780 for demand; commercial bills, \$4,833.4@\$4,861.8; bar silver, 52 5/8; Mexican dollars, 44.

## RICHMOND STOCK MARKET.

**Richmond, Va., May 18, 1909.**

### SALES AT BOARD.

Virginia Centuries—\$60 at 33 1/2.

Virginia Fire and Marine—20 at 65 1/2.

STATE SECURITIES, Bid, Asked.

North Carolina 4s, C. 1910, .99

North Carolina 6s, C. 1913, .118

Va. Old, C. and R., 1922, .924

Centuries 2-3, C. and R., 1991, .93

CITY SECURITIES.

Rich. City, 4s, R. 1920-1920, 101/4

Richmond City 4s, C. and R., 1912

RAILROAD BONDS.

A. & T. R. Co., 4s, 1940, .97

A. & L. R. Co., 4s, 1940, .94

Char. Col. and Atw. Ex. 5s, .112

C. & O. & A. Gen. M., 105

Col. and Green, 1st 6s, C. 1916, .110

Georgia Pacific 1st 6s, C. 1922, .100

Great Northern 4s, C. 1913, .100

Ga. and Ala. Con. 5s, 1945, .105

Nor. and West. Pac. 4s, 1944, .03

Nor. and Dan. Gold 6s, C. 1913

South. Railways 4s, C. 1911, .100

St. R. & G. M. 4s, C. 1925, .82

Western N. C. 1st 6s, C. 1914, .105

Seaboard Air Lines, 1950, .85

RAILROAD STOCKS.

Atlanta and Charlotte—100 1/2

Atlantic Coast Line—100 1/2

Atlantic Coast Line—100 1/2

Char. Col. and Atw. Ex.—100 1/2

Col. and Green—100 1/2

Georgia Pacific—100 1/2

Great Northern—100 1/2

Ga. and Ala. Con.—100 1/2

Nor. and West. Pac.—100 1/2

Nor. and Dan. Gold—100 1/2

South. Railways—100 1/2

St. R. & G. M.—100 1/2

Western N. C.—100 1/2

Seaboard Air Lines—100 1/2

SEABOARD AIR LINES.

American Natl. Bank—100 1/2

Broad Street Bank—25 32

Bank of Richmond—100 1/2

City National—25 34

First National—100 1/2

Mercantile National—100 1/2

National Bank of Va.—100 1/2

National State Bank—100 1/2

Planters National—100 1/2

Virginia Trust Co.—100 1/2

Wells Fargo—100 1/2

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